

## Tina Maryan

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**Subject:** Culm Garden Village, Cullompton: Public Consultation 18 January to 1 March 2019

**From:** NAPIER Rick 57339 [mailto:Rick.NAPIER@devonandcornwall.pnn.police.uk]

**Sent:** 04 March 2019 15:16

**To:** Tina Maryan

**Subject:** RE: Culm Garden Village, Cullompton: Public Consultation 18 January to 1 March 2019

Afternoon Tina,

Apologies for the late response, is it too late for the below (assuming it is appropriate) to be included?

Regards

Rick

Thank you for the opportunity to comment on this proposal on behalf of Devon and Cornwall Police.

Proposed development of this size will inevitably have an impact on policing and therefore it would be prudent for Devon and Cornwall to explore the possibilities of using Section 106 monies to help fund future infrastructure requirements once these needs are identified.

Designing out crime in the built environment is an effective method of improving the safety, security, and wellbeing of those who live, work and visit Mid Devon. Liaison with the police Designing Out Crime Officer (DOCO) regarding crime prevention through environmental design (CPTED) at the earliest stage of the planning process will help ensure new communities are safe, secure and sustainable.

The DOCO is the single point of contact for council officers and public appointed officials to enable them to comply with Section 17 of the Crime and Disorder Act (1998) as referred to in National Planning Practice Guidance (NPPG). The DOCO will provide advice on designing out opportunities for crime, disorder, anti-social behaviour and community conflict within the built environment.

The aim of Devon and Cornwall Police is to work in partnership with local authorities to:

‘bring about safer communities; reduce disorder, crime and the fear of crime; and contribute to the delivery of justice in a way which secures and maintains public confidence’.

The police actively support the National Planning Policy Framework requirement to

‘create safe and accessible environments where crime and the fear of crime, do not undermine quality of life or community cohesion’

The DOCO should be consulted at the pre application stage of planning discussions. Appropriate and relevant advice is given following crime analysis and demographic overviews in relation to specific sites meeting the requirements of the ALO protocol established between the police and planning authority. Analysis will underline the need for change which can be made to ensure communities are safe, secure and where opportunities for anti-social, unacceptable behaviour and community conflict are minimised. Poor design can result in run down town centres and inferior quality housing where crime and disorder can impact on local communities.

The DOCO will look to ensure the following elements are considered and incorporated into the design of future developments:

*Access and movement* - places with quality connections and well-defined routes, that provide convenient movement without compromising security

*Structure* – encouraging ‘active frontages’ and limiting access to private space

*Surveillance* – encouraging overlooking of public spaces by those who will take action should a crime be committed

*Ownership* – clearly defining where public space ends and private space begins and encouraging people to take ownership of their environment

*Physical protection* – ensuring buildings include appropriate physical measures to prevent crime

*Activity* – ensuring the level of human activity is appropriate to the location to reduce the risk of crime and increase perceptions of public safety

*Management and maintenance* – discouraging disorder by creating places that are well looked after with minimum cost implications.

Designing out crime also impacts on the sustainability of developments. Sustainability is not just about energy use but also includes creating developments which are less likely to suffer high levels of crime. Considering design principles at an early stage can help improve feelings of safety and security, not only for new residents but those who already have homes in the area.

Therefore, can consideration be given to the principles and practices of Crime Prevention Through Environmental Design (CPTED) in designing out crime, disorder, anti-social behaviour (ASB) and community conflict within the built environment and be incorporated into the future plans for Culm Garden Village. It is also requested that the DOCO be involved in the review of any designs at the earliest possible stage.

As with many new developments in Devon, the good intention of encouraging residents and their visitors to walk, cycle or use public transport is fully supported but in reality it appears that the owning of a private vehicle continues to be the preferred method of transport. But by failing to recognise this at the design and layout stage is now providing ever increasing visual evidence of how a lack of sufficient and practical parking is having an adverse effect on quality of life issues for residents of some new development. For example vehicles being parked in front gardens, on verges, pavements and on the highway or any accessible and available space.

All too often the ramifications of not factoring in sufficient or practical parking provision for new development are not being appreciated until full occupancy and at the most busiest times such as evenings and weekends when the majority of residents are at home by which time it is generally too late to remedy and no longer a concern for the developer. The Police can spend a lot of time dealing with vehicle related complaints, issues and offences.

With reference to ‘tandem parking’, there is ever increasing evidence from new developments across the county where this design of parking is not being embraced, perhaps due to being inconvenient or just awkward to use, seeing the 2nd (or 3rd) vehicle being parked ‘elsewhere’ just to make life easier for the occupants but on occasions to the detriment of others. It is appreciated that the tandem parking design is likely to assist greatly in achieving the number of parking spaces required for new development, as per local planning policy for example, but this number is likely to be much reduced if the spaces are not being utilised. In addition to this the problems associated with tandem parking are further exacerbated when designed to the front of a garage or car port.

The above submitted in accordance with the following points of the National Planning Policy Framework (NPPF)

Promoting healthy and safe communities:-

91. Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:

b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas; and

c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.

Also:-

127. Planning policies and decisions should ensure that developments:

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

I look forward to providing advice and recommendations with regard to future planning applications that sit within the Polices remit of response but in the meantime I hope the content of this consultation response is considered constructive and useful and please do not hesitate to contact me if any clarification is sought or I can assist further.

Kind regards

Rick Napier  
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